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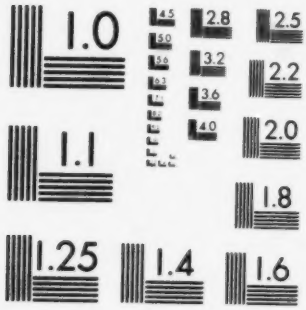

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Richard J. Matthews
Director of Planning

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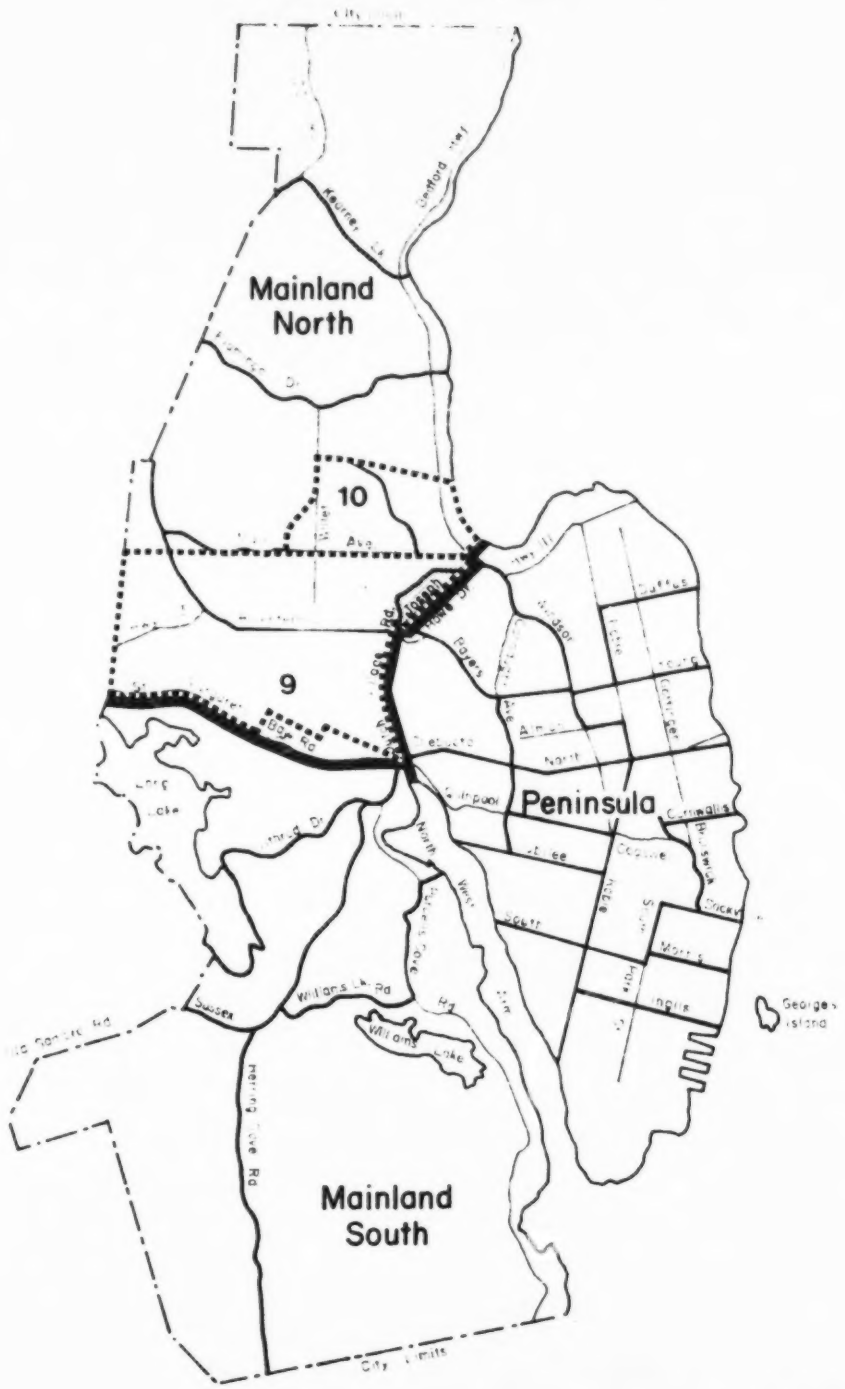
Fairview Detailed Area Plan

Map I
October 1982

Location Map



Mainland North boundaries
Ward 9 and 10 boundaries
D.A.P area

Planning Department
City of Halifax

INTRODUCTION

0.1 Authority, Scope & Purpose

A detailed planning process is being undertaken in the Fairview-Dutch Village Road area as required by the Municipal Development Plan of the City of Halifax, Part II, Policy 1.5.4, and in conformity with the priorities and procedures established in the official City report Areas for Detailed Planning (as set forth in Part III, Section I of the MDP).

The City Planning Department has established a process including consultation of citizens to develop detailed area plans. To facilitate citizen participation in the Fairview DAP process, two reports have been published: this Information Report and the accompanying Planning Process paper.

These reports will serve as resource documents in determining and evaluating community goals, to be translated into comprehensive objectives and policies and incorporated in the land use development and control regulations formulated.

0.2 Planning Area Location

The detailed area plan study area is located in the City's Wards 9 and 10, in Mainland North, as illustrated on Map 1. It includes both lower Fairview residential areas and the Dutch Village Road Commercial Area, generally bounded by Glenforest Park (N), Joseph Howe Drive (E), Rosedale Avenue (S), and Hillcrest Street (W), and extending along Dutch Village Road and Titus Street from the Bi-Centennial Highway to Lacewood Drive.

0.3 Organization of the Reports

The Information Report provides statistical and descriptive information on the Fairview area. It includes a brief historical sketch, and discusses the nature and characteristics of the area with respect to population, land use and zoning. In addition, services such as transportation, sewer and water systems, police and fire protection, social services, education and recreation facilities are described.

The role of Dutch Village Road both as a traffic artery and a commercial street is discussed within the framework of the regional transportation and commercial systems.

The Planning Process document outlines the stages of detailed area planning, the role of the public, and the general legislative context for planning.

PART I

DESCRIPTION AND DATA

1.1 History Of Area

The area that is now known as Fairview was settled early in the City's history. Cornwallis, Governor of Chebucto, not being satisfied with British settlers because few of them were farmers, urged the recruitment of German and Swiss Protestants to come and farm the land. In 1751, sixty-five families settled in the area now known as the Dutch Village Road - Fairview area. The name Dutch Village comes from the German word "Deutsch" which means "German".

The new community did not grow significantly during the first years and although more German settlers arrived, most moved to the new settlement of Lunenburg. The area being farmed was restricted in size at this time because of the threat of Indian attacks. Cornwallis had the settlement bounded by a military road which was patrolled by soldiers from the central garrison, and three blockhouses were erected at strategic points.

Peace was made with the last Micmac Chief in 1760 and, since French dominance had fallen in North America, Halifax was in a more secure position. Farming then prospered in the "Dutch Village Valley", expanding on the northern side of the isthmus and up Geizer Hill on the Mainland. By 1763 the size of the German community had increased due to the return of many settlers from Lunenburg. The 1767 Census shows there were 264 German and other "foreigners" settled in Halifax. The majority of them lived in the Dutch Village-Fairview area.

One well known resident of the area was Titus Smith, the "Dutch Village Philosopher". An immigrant from the United States, he undertook a survey of the flora and fauna of mainland Nova Scotia which brought him fame. He also founded the Halifax Mechanics Institute, and was editor of The Colonial Farmer. When he died in 1850 he was buried in the grounds of his house. A park named in his honor is now located on the site at the corner of Titus Street and Evans Avenue.

Until the early 1900's Fairview remained a fairly stable agricultural area. In the early nineteenth century, some development did begin outside the City and Fairview saw the construction of a railroad which ran through part of its plateau. With the advent of the automobile in the early 20th century, the outskirts of town became more easily accessible.

In the 1930's, when Fairview was still a rural landscape well outside the City, people started to build homes in the areas along Dutch Village Road south of Main Avenue, generally on small lots. Basic on-site services were installed as required, but streams and ditches were relied on for storm drainage. Such development spread up Main Avenue and west of Alex Street in the 1940's.

The County Planning Board was founded in 1947, to regulate development, standardize lot sizes, etc. for the post-war building boom. New subdivisions filled most of the Fairview area as far as Willett Street during the 1950's. In the 1960's developers reached Dunbrack (now Gesner Street), built up the areas north of Main Avenue and moved on to Clayton Park.

The isthmus of the peninsula became a major crossroads, an ideal location for retail facilities. Simpson's had already been constructed in 1919. The first shopping centre for the City, the Bayers Road Shopping Centre was opened in 1957 followed by the Halifax Shopping Centre in 1962.

As the population expanded into new suburban residential areas, new schools and churches were built for the growing young families. In 1948 St. Lawrence's Roman Catholic Church was built on Dutch Village Road and in 1955 St. Andrew's Protestant School was constructed on part of the Fairview Cemetery. Also in the mid 1950's the Halifax West Municipal High School was built. Unfortunately many of the original buildings such as the "German Cottage", built in 1759 on the present High School Site, were lost to make room for new development. St. John's Anglican Church and St. Pius X Catholic Church and school were built in Fairview in 1960.

Because of unplanned rapid growth the municipal services of the County of Halifax soon proved inadequate. Police and fire protection, sewer and water supplies as well as parks and recreational facilities were deficient for the burgeoning population of the area. Dutch Village Road formed the boundary between the Municipality of the County of Halifax and the City of Halifax. Annexation to the City was seen as a solution to many of the problems being experienced by the Fairview community, and in the early 1960's the first steps were taken to change its affiliation when the Rockingham Ratepayers Association began proceedings for annexation. In the end, the Nova Scotia Board of Commissioners of Public Utilities ruled that the annexation area be extended to include Rockingham, Fairview, Armdale, Jollimore, Spryfield and Kearney Lake. On January 1, 1969, Halifax officially extended its boundaries to include this portion of the Mainland.

Since Annexation, the City has planned and implemented extensive improvements in community services. Haphazard and unconnected drainage and sewage systems have been gradually pulled together with new trunk lines. As suburbs beyond Fairview were developed, traffic through Fairview became heavier; new highways have facilitated transportation. Dutch Village Road was long considered for improvements, which now are planned to go ahead in the coming year.

Subsequent sections in this report detail the more recent developments in Fairview.

1.2 Summary of Population and Housing Characteristics

The statistical profile that emerges in the following pages (Sections 1.3 to 1.4) reflects Fairview's age. As one of the first "bedroom suburbs" of the City developed on the Mainland (i.e. beyond the City's former boundary across the isthmus of the Peninsula), it is typical in many respects to the other suburbs of Mainland North (i.e. the population is mainly families with children). However, because it was settled many years ago, and the original buildings and people have aged, it has also taken on some characteristics more typical of the Peninsula (e.g. declining population, older families, fewer babies).

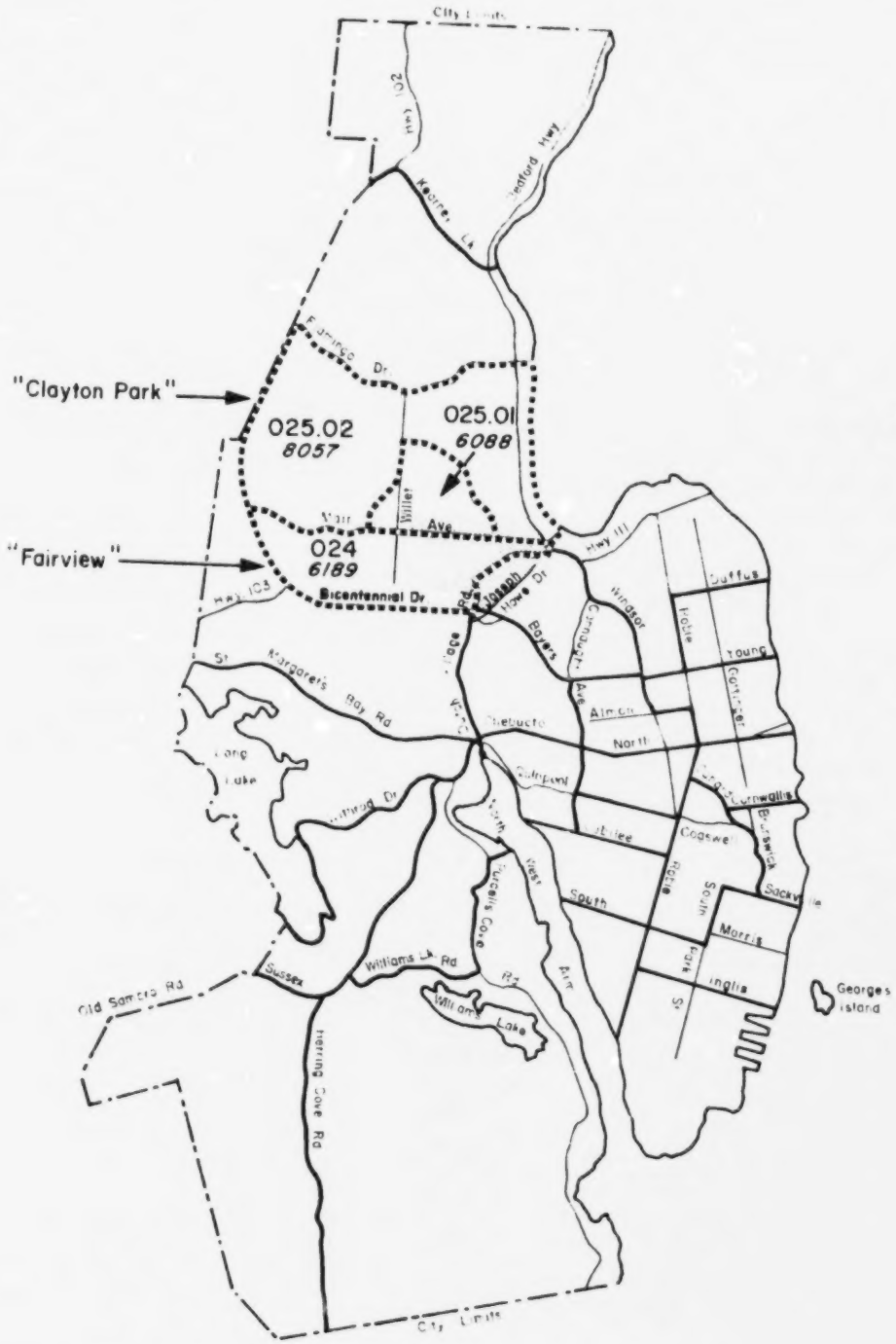
Most of Fairview was built up in the period 1940 to 1965, when young middle income families settled there to raise families. Fairview was one of the neighbourhoods where the children of the baby boom of the 1960's grew up. Many have, over the last 10 years, left home to form their own households in in apartments east of Dutch Village Road, in the new City suburbs on the Mainland, and beyond the City's boundaries. Their parents remain in the family home in Fairview. A notable number of their mothers have joined the labour force.

The planning area is the oldest part of Fairview and has experienced relatively more change than the rest. There are more younger people and more small households, mostly living in the new apartment buildings that have been built over the past ten years. The population characteristics of any area depend both on the type and availability of housing, and people's choice about where and how to live at different stages of their lives.

Fairview Detailed Area Plan

Census Tract Boundaries and Populations

Map 2
October 1982



Census tract boundaries
000 Census tract numbers
0000 Population by census tract, 1981
D.A.P. area

Planning Department
City of Halifax

1.2.1 Statistical Areas

In order to understand the planning area and compare it to other City areas, we have used information from Statistics Canada. Census tracts did not coincide conveniently with the planning area boundaries, but the Planning Department was able to obtain certain 1981 statistics for the DAP area by special request. Much 1981 Census information is not yet available, thus some of the data is given only for 1971 and 1976.

In the tables in Sections 1.3 to 1.4, statistics are given for:

1. Planning area - the shaded area on Maps 1 and 2, corresponding to the Fairview DAP area, as defined in the MDP, Part III, Section I(1.2);

2. "Fairview" - Census Tract 24: this includes all the area south of Main Avenue to the Bi-Centennial Highway and past Dunbrack Street, as shown on Map 2;

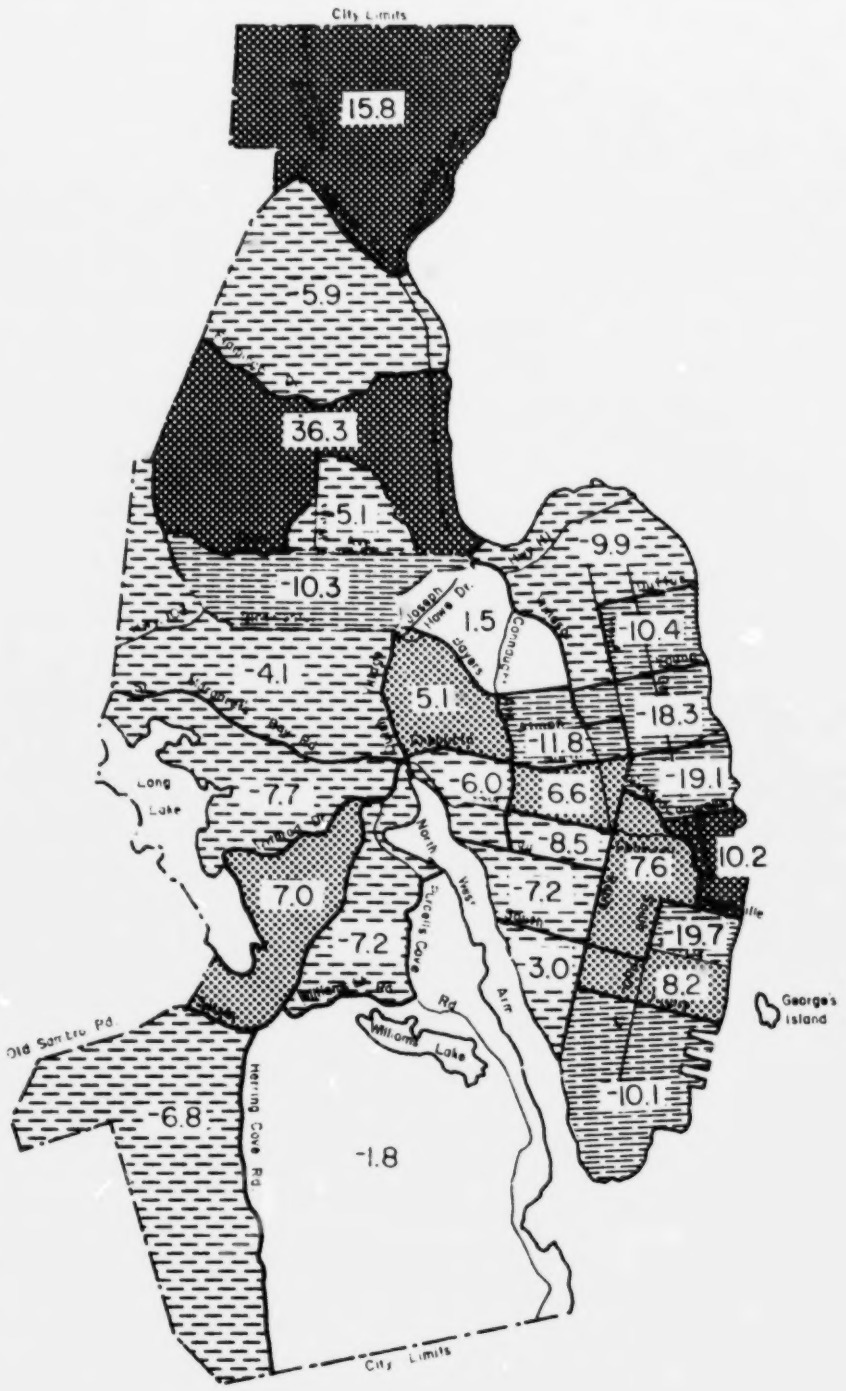
3. "Clayton Park" - Census Tract 25.01 and 25.02 inclusive: includes the areas north of Main Avenue as well as the more recent residential development in Clayton Park as shown on Map 2;

4. Halifax - The City of Halifax as a whole, which is also divided into "Peninsula", "Mainland North" and "Mainland South", as shown on Map 1.

Fairview Detailed Area Plan

Map 3
October 1982

Percent Change of Population, 1976 - 1981



- -10 and under
- -2.1 to -9.9
- 1.9 to -2.0
- 2.0 to 10.0
- 10.1 +

Source: Statistics Canada, 1976, 1981 Census

Planning Department
City of Halifax

1.3 Population Characteristics

1.3.1 Population Decrease

Table 1 compares population change in Fairview with the rest of Mainland North (where the population is still growing) and to the Halifax Peninsula, (where population loss is becoming less severe). Map 3 illustrates population changes throughout the City, and it may be noted that the recent population losses in Fairview are similar to those in the north and west residential areas of the Peninsula. Population decreases are characteristic of older suburbs of cities like Halifax.

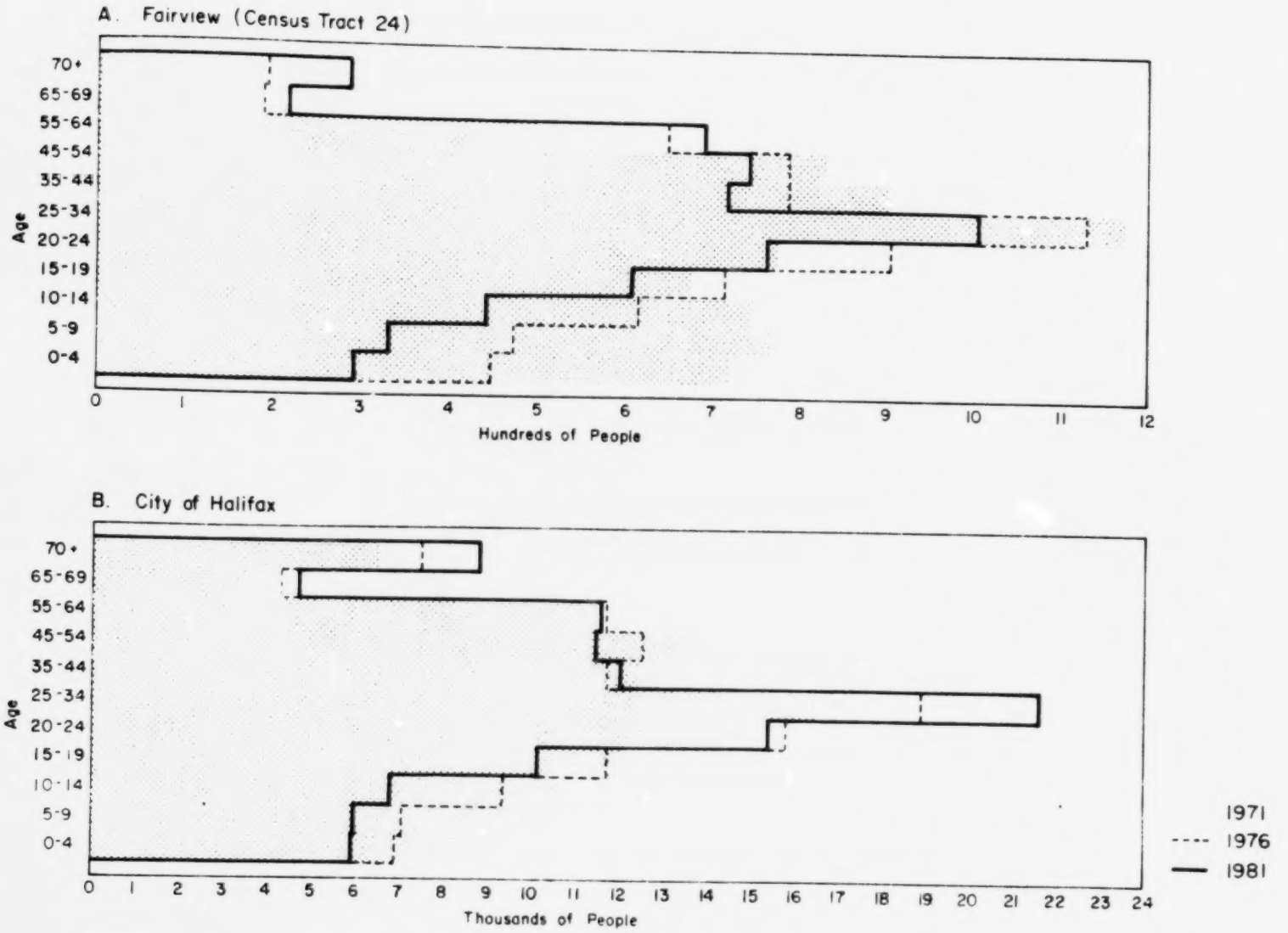
TABLE 1: POPULATION AND PERCENT CHANGE FOR FAIRVIEW, THE PENINSULA, MAINLAND NORTH AND THE CITY OF HALIFAX, 1971-76-81

	POPULATION			% OF CHANGE		
	1971	1976	1981	1971-76	1976-81	1971-81
Fairview (Census tract 24)	7,382	6,896	6,189	- 6.6	- 10.3	-16.2
Peninsula	79,256	69,662	65,943	-12.1	- 5.3	-16.8
Mainland North	23,320	26,376	27,343	13.1	3.7	17.2
City of Halifax	122,035	117,882	114,594	- 3.4	- 2.8	- 6.1

SOURCE: Census Canada and Calculations by the Planning Department.

The population of the study area in 1981 was 5,945, of which about 2,650 people lived north of Main Street (in Cenus Tracts 25.01 and 25.02), about 500 lived east of Dutch Village Road (in Census Tract 23) and the remainder, about 2,800 people lived in Census Tract 24. The statistics given for Fairview (Census Tract 24) thus represent about 45% of the population of the planning area, while statistics given for Clayton Park represent 19% of the population (See Map 2).

Figure 1 Population Composition by Age; 1971, 1976 and 1981.



1.3.2 Aging Population

Figure 1 describes the population by age. A normal diagram of this type would be wider at the base (the 0-4 age group), reflecting the birthrate, and become narrower as it goes up, especially after "middle age" to reflect the deathrate. Most age pyramids have a lump at the 25-34 age group as a result of the post-war baby boom. Since the 1950's the birthrate has declined steadily as reflected by the receding bases of the figures.

Although the population overall has declined, the age pyramids for Fairview and Halifax show that the over 55 age group (the parents of the baby boom) have actually increased. The age groups between 20 to 55 have shown modest decreases, which is also reflected by the general decline in the average number of persons per household.

There are only half as many children in Fairview now as 10 years ago, and half of them are teenagers, soon to leave home as their older brothers and sisters have already done.

1.3.3 Mobility

That Fairview residents move less frequently than the average Haligonian, is illustrated in Table 2 below. Most homes were occupied by the same families in 1976 as 5 years earlier.

TABLE 2: MOBILITY STATUS 1976

	City	%	Fairview	%
Same dwelling 5 years ago	51,320	(46)	3,550	(55)
Different dwelling in Halifax	33,370	(30)	1,910	(30)
Different metropolitan area	25,855	(24)	970	(15)
Total population over 5	110,545	(100)	6,425	(100)

SOURCE: Statistics Canada

1.3.4 Family Structure and Household Composition

TABLE 3: MARITAL STATUS (% OF TOTAL POPULATION), 1981

	Fairview	Clayton Park	Halifax City
Single (never married) total	2560 (41%)	6340 (45%)	52,440 (46%)
Single (over 15 years of age)	(1490)	(3770)	(33,710)
Married	3210 (52%)	6775 (48%)	51,370 (45%)
Widowed	260 (4%)	535 (4%)	6,960 (5%)
Divorced	160 (3%)	490 (3%)	3,820 (3%)
Total Population	6189 (100)	14,145 (100)	114,594 (100)

SOURCE: Statistics Canada, 1981 Census

Table 3 above compares the Fairview population with that of the "younger" neighbouring suburb, Clayton Park (the dividing line for the Census tracts is Main Avenue) and the City of Halifax as a whole. Fairview has a higher percentage of married persons than does Clayton Park or the City as a whole, and fewer single people. The difference in single people is evident in Fairview even when children under the age of 15 are excluded.

Although children represent a higher percentage of the population in Fairview than the norm for the City of Halifax (see Table 4), Fairview children tend to be older than the average, i.e. there are more teenagers than preschoolers. However, in the DAP study area, the age distribution more closely resembles that of the City as a whole, and there are more young families with preschool children.

TABLE 4: FAMILY AGE STRUCTURE, 1981

	Children			Adults	Families	Mature	Retired	Total
1981	0-4	5-14	15-19	20-24	25-44	45-64	over 65	Pop.
Planning Area	360 (6.0)	630 (10.6)	510 (8.6)	935 (15.7)	1830* (30.8)	1165 (19.6)	520 (8.7)	5945 (100)
Fairview	295 (4.8)	780 (12.6)	610 (9.9)	765 (12.4)	1770 (28.6)	1440 (23.3)	525 (8.5)	6189 (100)
Clayton Park	855 (6.0)	1705 (12.0)	1200 (8.5)	2025 (14.3)	4750 (33.6)	2485 (17.6)	1120 (7.9)	14145 (99.9)
Halifax	5940 (5.2)	12795 (11.2)	10160 (8.9)	15405 (13.4)	33665 (29.4)	23045 (20.1)	13580 (11.9)	114595 (100.1)

* Ages 25-34: 1,245; Ages 35-44: 585.

SOURCE: Statistics Canada, 1981 Census of Canada, Special Tabulation for Study Area

The difference in age ranges of adults between the study area and the Fairview Census tract is notable. Whereas almost 47% of the study area (and Clayton Park) residents are between the ages of 20 to 44 (the child-bearing years for women), only 41% of Fairview residents fall into this age bracket. This may help to explain the corresponding low birthrate in Fairview. The number of mature families over age 45 in Fairview is growing significantly, as well as the number of residents of retirement age.

TABLE 5: CHANGES IN HOUSEHOLDS

	Fairview		% Change	Halifax		% Change
	1971	1981	1971-81	1971	1981	1971-81
Total Households	2,105	2,240	+ 6.4	34,320	43,775	+ 28
1 person households	125	425	+240	4,540	12,315	+171
2 person households	465	770	+ 65	9,280	14,220	+ 53
3-5 person households	1,145	1,050	- 8	15,960	15,540	- 3
6+ person household	275	95	- 65	4,550	1,710	- 62
Average no. of persons per household	3.7	2.7	- 27	3.4	2.5	- 26
Non-family households	200	560	+180	7,430	16,190	+117
One-family households	1,755	1,660	- 5	25,975	27,195	+ 5
Two or more families	65	25	- 61	925	395	- 57

SOURCE: Statistics Canada

The number of households has increased considerably, particularly in the one and two person households categories over the past decade. The average number of persons per household has decreased correspondingly. However, family type households still predominate. Families with children (3-5 persons per household) account for over 42% of the population in Fairview. Only 25% of households are non-family households, compared to 37% for the City as a whole. Non-family households include persons living alone or sharing accommodation with unrelated "roommates". Such households are more common in areas with many apartment buildings.

TABLE 6: Households by Number of Persons per Household, 1981

	Planning Area	%	Fairview	%	Halifax	%
1 person	620	25.0	425	18.9	12,315	28.1
2 persons	900	36.7	770	34.3	14,220	32.5
3-5 persons	880	35.9	1,050	46.8	15,540	35.5
more than 6	60	2.4	95	4.2	1,710	3.9
Total Households	2,450	100.0	2,240	100.2	43,775	100.0

SOURCE: Statistics Canada, 1981 Census of Canada, Special Tabulation.

Table 6 shows that the study area has considerably more one-person households than the Fairview census tract and is statistically more like the total City of Halifax. Two-person households represent a slightly higher proportion of total household population than elsewhere in Halifax. Average household size in the study area is 2.4 persons per household, even lower than in Halifax as a whole.

1.3.5 Social and Economic Characteristics

Since education, occupation and income statistics for 1981 are not yet available, little can be said about the present socio economic character of the population. The 1976 Census provided statistics about education only. Although in Table 7 it looks like over half the population did not finish High School, it must be kept in mind that many children over 15 are still attending High School.

TABLE 7: HIGHEST LEVEL OF SCHOOLING FOR POPULATION OVER 15, 1976

	HALIFAX	PERCENT	FAIRVIEW	PERCENT
Less than Grade 9	15,865	16.8	890	18.3
Grades 9-10	18,880	20.	1260	26.
Grades 11-13	19,095	20.3	1025	21.
Post-Secondary Training	16,215	17.2	1030	21.2
Some University	11,415	12.	385	8.
University Degree(s)	12,770	13.5	260	5.4
TOTALS (population over 15)	94,240	99.8%	4850	99.9%

SOURCE: Statistics Canada

Most people in the labour force have some post-secondary training (e.g. in a trade). In 1971, 22% of Fairview residents had industrial, construction and transportation occupations compared to 16% in Halifax as a whole, and a lower than the average percentage held managerial and professional positions. As in Halifax, most worked in the clerical, sales and service sector.

In 1971 incomes in Fairview were quite close to the Halifax average. Some indication of the effects of inflation on Fairview residents may be assumed from the average disposable income figures estimated by a recent retail market study.* In 1980, average disposable incomes (after taxes, pensions, etc.), in Fairview area were calculated as $8,379 per persons, compared to $10,600 in the City as a whole.

---

* Sources: Statistics Canada and calculations by Halifax-Dartmouth Regional Plan review in A Study of Future Retail Space draft June 21, 1982, Tables C-2 and 2.2(a) and (b).

The comparative decline in disposable income probably helps to explain the dramatic increase (25%) in working women shown in Table 9. Changing lifestyles, of course, is another factor that has inspired more women to enter the labour force.

TABLE 8: LABOUR FORCE

	Halifax		Fairview	
	1971	1976	1971	1976
Males in the Labour Force	34,595	34,235	2,180	2,090
Participation rate*	79.0	76.2	85.2	81.0
15-24 years	9,015	10,220	490	585
25-44 years	13,940	13,845	1,010	890
45-64 years	10,595	9,310	640	590
65 + over	1,035	855	40	30
Unemployment rate**		7.4		5.7
Females in the Labour Force	22,710	24,295	1,170	1,470
Participation rate*	47.4	49.3	45.3	53.0
15-24 years	8,700	8,945	455	580
25-44 years	7,235	9,000	490	550
45-64 years	5,980	5,655	215	320
65 + over	795	700	10	15
Unemployment rate**		6.9		6.5

* The participation rate is the percentage of the total population over age 15 in the labour force (i.e. working or seeking work).
** The unemployment rate for the Halifax Metropolitan Area for 1979 was 8.7

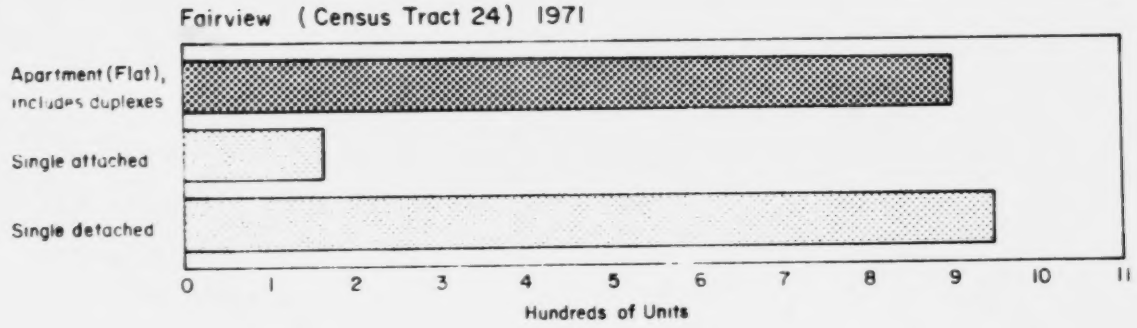
SOURCE: Statistics Canada

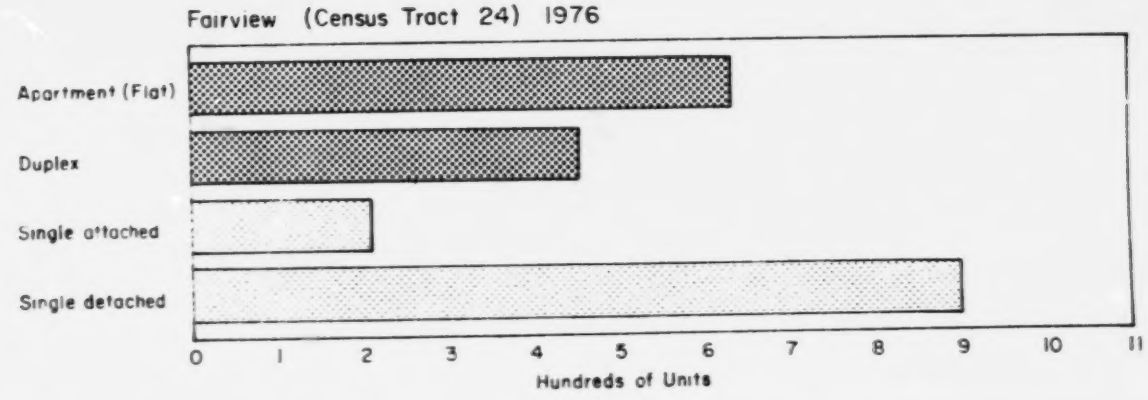
The apparent decreases in the labour force evident for males may be largely attributed to the population decline and aging. The male participation rate decline probably reflects the fact that the age 15-24 baby boom group has been staying in school longer. In spite of these factors, the participation rate for women in Fairview increased 17%, and the number of women working in each age group increased. A comparison with the statistics for men would lead one to expect an increase only in the 15-24 age group. It seems that many Fairview housewives have joined a trend evident throughout Halifax.

1.4 Housing

About half the people in the Fairview Census tract live in single family homes, which they own, and a significant portion of the remainder live in rented apartments. Figure 2 shows that the number of apartment units has been increasing. Most of this growth has been in the planning area (See Map 4). Between 1971 and 1976, about 200 apartment units were built in Census Tract 24 and between 1976 and 1981 another 119 new and 24 renovated units were added in the planning area. Nine small apartment buildings have replaced some older houses, and 5 others have been renovated, whereas in upper Fairview, new building was mainly "infill" houses on vacant lots and previously undeveloped land. In the planning area, 7 single family and duplex buildings were also renovated, creating 4 additional dwelling units.*

Figure 2: Occupied Private Dwelling Units


Fairview (Census Tract 24) 1971
Apartment (Flat), includes duplexes
Single attached
Single detached
0 1 2 3 4 5 6 7 8 9 10 11
Hundreds of Units



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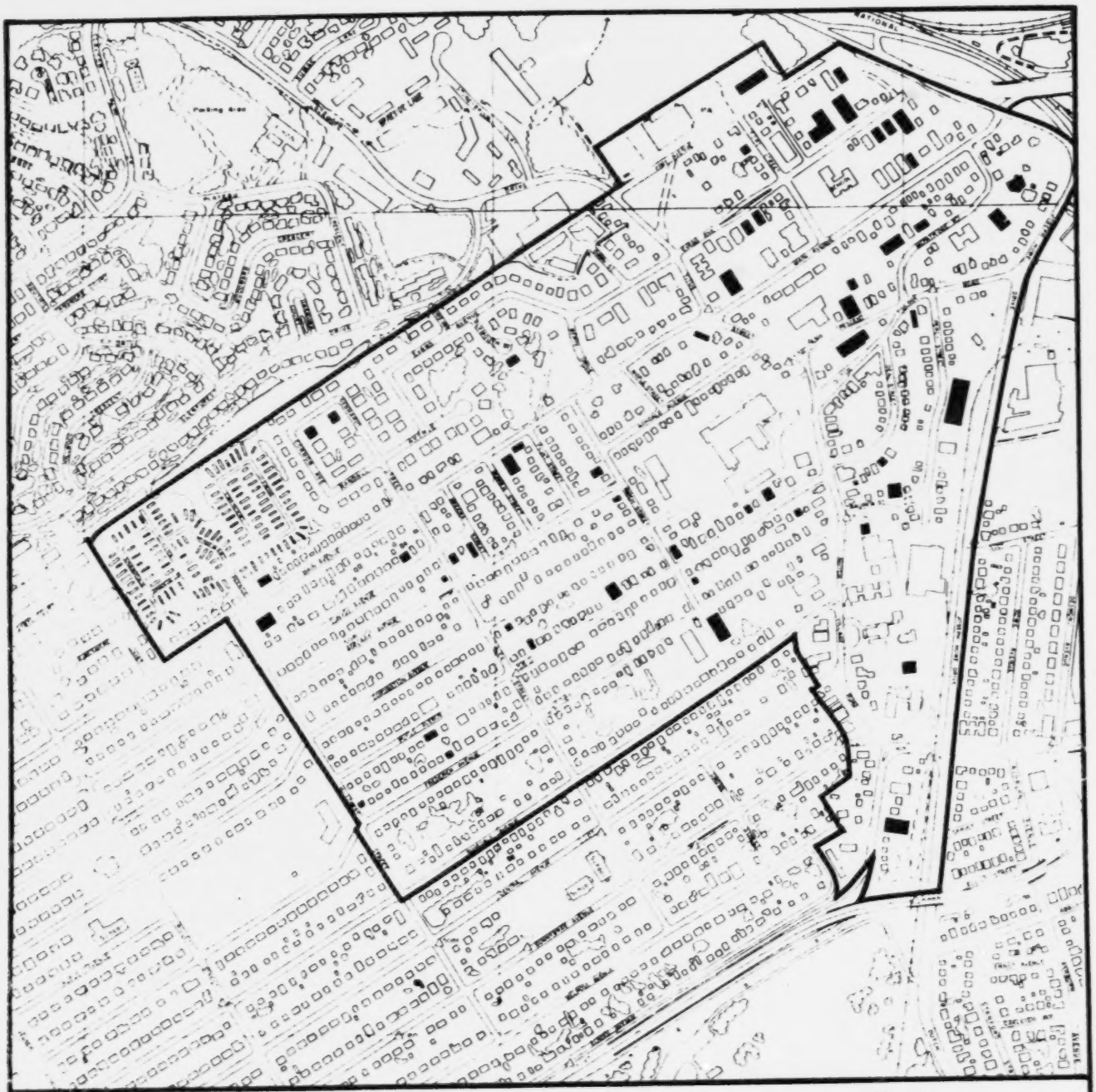
* Statistics on housing types for 1981, although available, can not be compared with those from previous years because categories were redefined. Fitures given are based on building permits for the City of Halifax.



Fairview Detailed Area Plan

Map 4

October 1982

Buildings Constructed Since 1969

feet

0 500

Planning Department
City of Halifax

As a result of such development, the planning area now has twice as many apartments as single family homes, as shown in Table 9 below.

TABLE 9: PRIVATE DWELLING UNITS BY TYPE AND HOME OWNERSHIP IN PLANNING AREA, 1981

	Number of Units	Percent Owned
Apartments	1,420	1.7
Duplex and Single Attached	230	30.4
Single Detached	675	86.0
Mobiles	125	92.0
Total	2,450	32.2

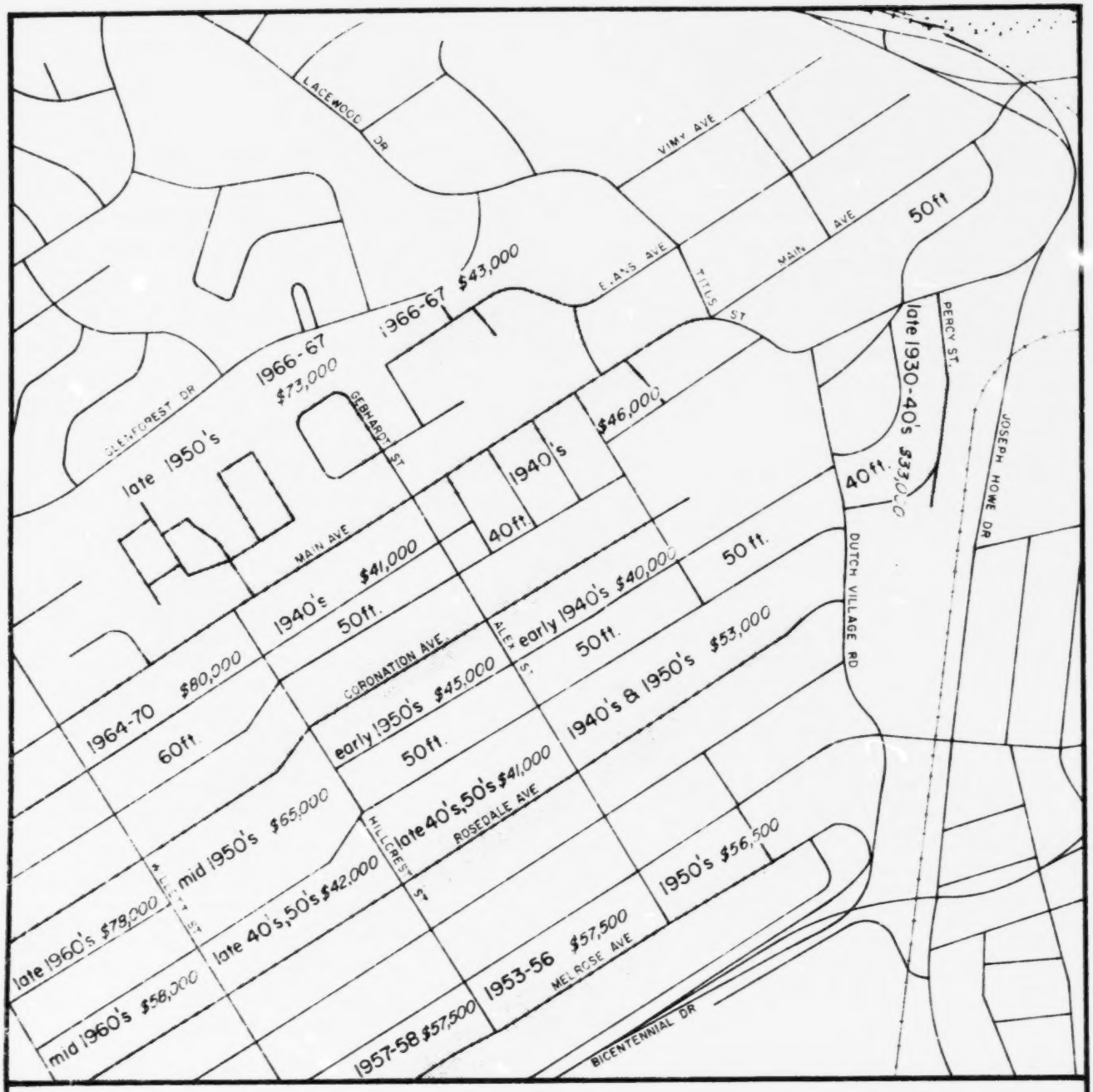
SOURCE: Special tabulation by Statistics Canada for Fairview D.A.P., 1981 Census data.

A comparison of Tables 10 and 11 shows that although most people in Fairview still own their own homes, this is no longer true in the oldest section, the planning area. Only single family homes and mobile homes are largely owner-occupied. It may be assumed that this is true in the rest of Fairview also, since the multiple unit rental buildings are predominantly located in the planning area.

TABLE 10: PERCENTAGE CHANGE IN PRIVATE DWELLINGS AND HOME OWNERSHIP 1971-1981

	Occupied Private Dwellings			Percent Change	Percent Owned		
	1971	1976	1981	1971-81	1971	1976	1981
Fairview	2,005	2,200	2,245	12.0	55.1	51.8	52.3
Mainland North	6,315	8,380	9,865	56.7	-	49.5	44.5
Peninsula	22,870	24,515	26,970	19.7	-	36.8	35.1
Halifax	34,115	39,290	43,780	29.6	44.7	42.4	39.7

SOURCE: Census Canada and calculations by Planning Department



Fairview Detailed Area Plan

Map 5
October 1982

Main Period of Construction, Lot Frontage and Average Assessment of Existing Housing

▭	Area surveyed
0000	Main period of construction
$00,000	Average assessment
00ft.	Lot frontage

Feet
0 500

Planning Department
City of Halifax

The percentage of owners has declined substantially elsewhere in Mainland North, where much more rental housing has been built in recent years. Most private homes in Fairview are single family houses built over 20 years ago. The study area is the oldest part of Fairview, with most houses dating back to the 1940's. The small rental apartment buildings north of Main Avenue as well as some east of Dutch Village Road were built in the mid-sixties.

Map 5 illustrates the history of housing development in Fairview, as well as the present average assessment value of the homes in each area surveyed. Homes in lower Fairview today sell for an average market price of $56,500*, about 35% above the assessment value.

The oldest houses were built on lots of about 40 x 100 feet which was the standard frontage for building lots on the Peninsula in the 1940's. Later development was on more generous size lots with 50 and 60 feet frontages, as still required by today's zoning bylaws. As a result, the population densities in older areas of single family homes are as high as in areas with apartment buildings, as shown on Map 6. Map 6 also indicates the number of persons per dwelling, with higher numbers in the areas of single family homes and lower numbers where there are more apartments.

The area that includes the mobile home park has the highest density. The 13 acre site is divided into 130 mobile lots, giving a gross density of 10 units per acre, compared to less than 5 units per acre for the single-family homes across Main Avenue. The small apartment buildings on Gebhardt and Gordon to the east of the mobile park are built at a gross density of about 15 units per acre. With an average of 3 persons per dwelling unit, the resultant population density is 28.6 persons per acre.

Table 11 shows in what types of housing units different age groups live. Over half the mobile homes are occupied by families with children, and a quarter by retired persons.

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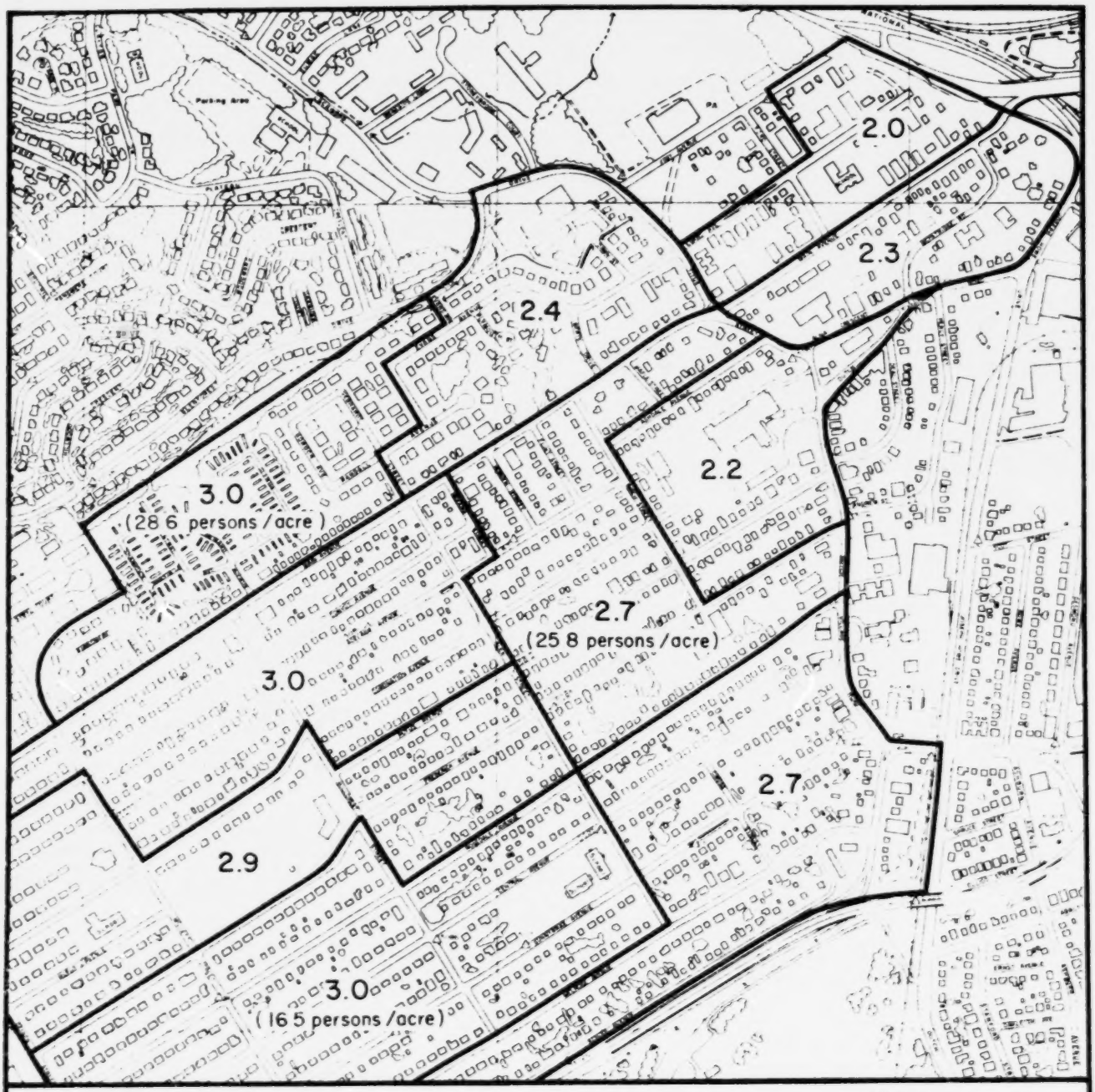
* Halifax-Dartmouth Real Estate Board - prices range from a low of $42,000 to a high of $70,000



Fairview Detailed Area Plan

Map 6
October 1982

Population Densities

0.0 Persons per dwelling (average household size)

Enumeration area boundary

Feet
0 500

Planning Department
City of Halifax

TABLE 11: POPULATION DISTRIBUTION BY AGE AND HOUSING TYPES, FAIRVIEW DAP AREA, 1981

Age Groups	Single Family & Duplex		Mobiles		Apartments	
	Number	Percent*	Number	Percent*	Number	Percent*
0 - 9	255	4.3	35	0.6	380	6.4
10 - 19	530	8.9	65	1.0	235	4.0
20 - 24	240	4.0	15	0.3	680	11.4
25 - 34	365	6.1	50	0.8	830	14.0
35 - 44	305	5.1	65	1.1	220	3.7
45 - 64	695	11.7	90	1.5	370	6.2
65 plus	315	5.3	30	0.5	185	3.1
All Ages	2,690	45.2	355	6.0	2,905	48.9

* Percentage of total Population (5,945)

SOURCE: Special Tabulation by Statistics Canada for Fairview DAP, 1981 Census.

It is noteable that there are more retired persons than children under age 10 living in single family homes in the planning area. Young singles and families are starting out in apartments and families with teenagers or "empty nesters" are predominant in single family homes. About 85% of the adults over 45 living in single family homes own them, while only about 64% of those under age 45 do.

These trends, are strongly evident in the planning area and seem likely to spread to the rest of Fairview. Housing trends indicate that more people will be living in apartments throughout Mainland North in the future.

The Mainland North Servicing Strategy* report forecasts an additional 9,200 housing completions in Mainland North by the year 2000. The majority of these units (56%) would be low and high rise apartments, 37% would be row and semi-detached units, and the remaining 6% would be single-family units. This will mean more intensive (higher-density) use of suburban land, and more rental accommodation.

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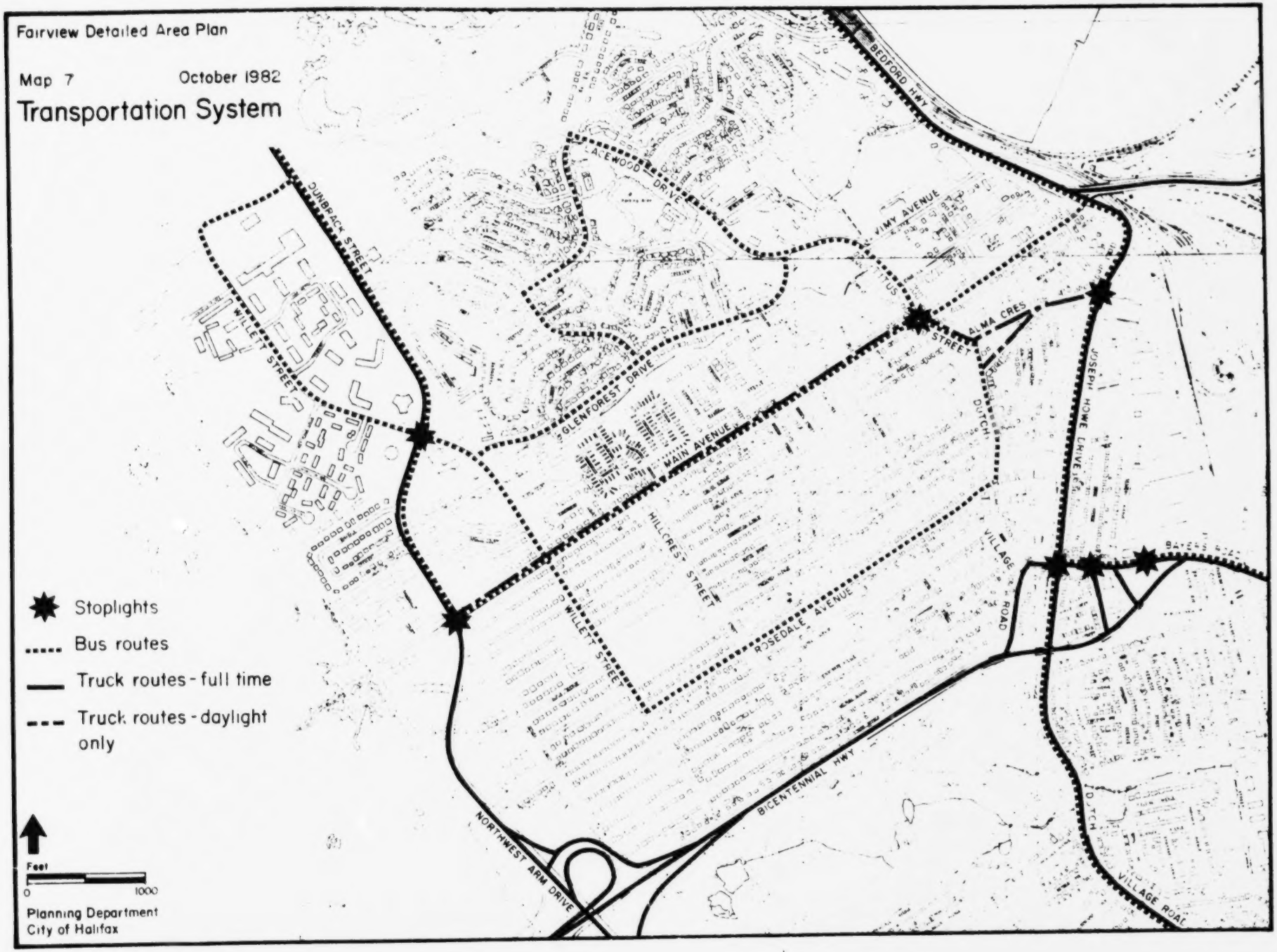
* DPA Consulting Ltd. and Acres Consulting Ltd., Mainland North Servicing Strategy, final report, March, 1982.

Fairview Detailed Area Plan

Map 7 October 1982

Transportation System



1.5 TRANSPORTATION SYSTEM

Prior to a discussion of the transportation system, it is necessary to briefly define the road heirarchy which will be referred to in this report. These definitions do not refer to engineering specifications or design standards, but simply explain the functional purpose of the roadway in question.

Major Arteries - carry large volumes of traffic, usually allow regular truck traffic, and provide a direct route to limited access highways serving the City. They do, in some cases, permit direct access to abutting properties. May be further differentiated as "arteries" (connecting to highways) and "major streets" (upgraded collectors).

Collectors - collect and distribute traffic from local roads to major streets. They carry less traffic than major streets, and full access to adjacent properties is generally allowed.

Local Streets - provide access to residential areas primarily, and carry less traffic than collectors. Direct access to all abutting properties is allowed.

1.5.1. Road Hierarchy and Traffic Volumes

The Mainland North road network consists of two major arteries, the Bedford Highway and Dunbrack Street, running north/south, several collector roadways joining these arteries from residential areas, and a large number of local streets. Table 12 below shows the changes in traffic volumes for the main roadways in the Fairview area.

Dutch Village Road and Titus Street are the main collector street for the local east-west streets of Fairview, as well as carrying considerable through traffic connecting (via Titus Street) to Lacewood Drive and Dunbrack Street. Although this route presently provides only 2 traffic lanes, it carries traffic volumes almost as high as the Bedford Highway and more than Joseph Howe Drive.

Lacewood Drive is the main collector street for neighbouring Clayton Park, where new subdivisions have almost doubled the population in the last ten years. Dunbrack Street was opened in 1975 as a new major street, serving the growing suburban development to the northwest and diverting some traffic from Dutch Village Road and Lacewood Drive. Traffic volumes have, however, continued to increase on Dutch Village Road in recent years to a 1982 level of over 19,000 vehicles per day, 30 percent above design capacity. Higher traffic demands are anticipated as Mainland North is developed further, with a forecast of 30,000 vehicles per day* on Dutch Village Road by 1991.

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* City of Halifax Engineering and Works Department.

TABLE 12: AVERAGE ANNUAL WEEKDAY TRAFFIC VOLUME

	1981	1980	1979	1978	1977	1976
Bicentennial Drive (Dutch Village Road to North West Arm)	25,067	22,131	19,757			
Northwest Arm Drive (Bi-Hi to Main)	8,513	9,132	--	--	--	--
Dunbrack Street (Main to Willett)	6,767	7,357	5,272	4,017	--	--
Bedford Highway (Overpass to Mount)	25,856	27,250	25,432	23,913	25,960	25,209
Dutch Village Road (Bayers Rd. to Titus)	21,863	--	16,515	18,581	20,828	17,904
(Titus to Alma Cres.)	9,186	6,995	6,413			
Joseph Howe Drive	17,041	--	21,557	18,097	17,544	18,217
Lacewood Drive (Glenforest to Gateway)	4,965	3,148	5,788	6,064	5,657	5,055
Main Avenue (Titus to Berts)	8,241	7,613	8,412	8,683	6,176	7,325

Source: DPA Consulting Limited and Acres Consulting Limited, Mainland North Servicing Strategy, final report, June, 1982 and Traffic Services Division, City of Halifax Engineering and Works Department, Yearly Traffic Volume Report, 1981.

The other streets in the study area are all considered local (residential) streets. Rosedale Avenue and Willett Street (beyond the study area) are used by Halifax Transit for end loops of bus Routes 4 and 31. These streets and Alex Street are considered to be best suited (in terms of location, drainage, slope, buildings served, etc.) to carry heavier local traffic flows.

1.5.2 Street Layout

The street layout in Fairview is a regular grid pattern, typical of post-war housing developments. (See Map 7) Neighbouring Clayton Park offers a contrast typical of more recent subdivisions, in which a more complex road system was designed to differentiate local and collector streets.

Individual blocks in Fairview are relatively long. City blocks in older parts of Halifax vary considerably, but generally are not more than 600 feet long, whereas in Fairview, block length typically exceeds 750 feet. Width also varies, but most blocks are 200 feet wide, giving 100 foot deep lots. One exception is the block between Frederick and Rosedale west of Dutch Village Road, which is over 1150 feet long and 300 feet wide. The lots fronting on Frederick are twice the usual length.

The reverse is found between Convoy and Adelaide where the block from Alex to Hillcrest is so narrow that houses front only on Convoy and these through lot depths vary from 90 to 120 feet.

Such long blocks and grid pattern streets often discourage pedestrians because distances around blocks seem long. In Fairview, sited on the east slope of Geizer Hill, the straight grid has one big advantage: many east-west streets offer spectacular views over the Bedford Basin and the Peninsula of Halifax. However, cars can also travel at higher speeds along all streets, which may be a problem in family neighbourhoods, especially without sidewalks. Except for Convoy Street, all Fairview's east-west streets go through to Gesner Street (formerly named Dunbrack Street) which connects to the new Dunbrack Street to the north, but through traffic generally uses the designated collector and major streets (i.e. Dutch Village Road, Main Avenue, the Bi-Centennial Highway and Northwest Arm Drive).

1.5.3 Road Improvements

Improvements to Dutch Village Road have been under consideration since 1968. City Council approved the widening of Dutch Village Road to an undivided four lanes (from 28' to 46' roadbed with 10' sidewalk allowance on both sides), in two phases commencing in 1981 to upgrade Dutch Village Road to a "major street" service capacity. The calling of tenders was subsequently deferred at the request of property owners wanting more lead-time, and to clarify the Capital Budget. This project is now scheduled for construction in 1982-83 (Phase I, Titus to Frederick sewer works).

Main Avenue is also under consideration for upgrading to provide smoother traffic flow. It presently serves as a daylight (7 a.m. to 9 p.m.) truck route via Titus and Dutch Village Road to Howe Avenue.

Only Howe Avenue and the section of Dutch Village Road from the Bicentennial Highway to Bayers Road are presently designated as full-time truck routes within the Fairview study area (See Map 7).

1.5.4 Parking

The parking needs of the Dutch Village Road/Titus Street commercial area are presently met by some 586 commercial and institutional parking spaces.

There are presently no sidewalks on the west (the former County) side of Dutch Village Road. Commercial establishments have been able to provide unrestricted convenience parking directly off the road in front of stores, often partly on City property. The City- owned street right-of-way was generally about 60' wide. Where necessary, the City, over the past year, has bought strips of private land (e.g., between Frederick and Rufus, about 8' deep into which an embankment has been cut) needed for the full 66 foot right-of-way and for temporary work easements. About 10% of the existing parking spaces will be eliminated by the widening of Dutch Village Road and Titus Steet over the next three or four years.

The new four-lane roadway will have 8 foot wide sidewalks on both sides. Some re-design of private parking spaces may be necessary, as delays in exiting from parking lots onto the street may be expected when the wider roadway attracts more traffic.

1.5.5 Public Transportation

Metro Transit operates two regular and one express bus routes from Fairview to major shopping and business districts on the Peninsula. Bus 4 is the most frequent service, having carried 741,400 passengers during the first six months of 1982, compared to 79,300 passengers on route 2 and 60,000 on the Express route 31*. This means that approximately 3,000 persons commute to work daily by transit. Door-to-door Access-A-Bus service is also available on a subscription or occassional basis for handicapped persons.

1.6 Services and Utilities

The Fairview area has had piped water and sanitary sewer services since the 1950's, these having been extended westward to higher land as development proceeded. Storm run-off was originally carried by natural streams and ditches or combined with sanitary sewers but in recent years, separate storm piping has been installed on several streets. The general slope of the area is relatively steep, towards the east, and the water pressure relies on gravity.

1.6.1 Water Supply System

Fairview is served by three water pressure zones, due to the slope of Geizer Hill. Part of the DAP residential area is served from a 14" main line down Main Avenue from the Geizer Hill reservoir and a 12" main along Alex as far as Frederick. This system has recently been extended along Main Avenue down past Ford Street with pressure reducing valves installed in the buildings served.

The eastern-most part of the planning area, including Dutch Village Road and the residential areas closest to it, are served by two lines from a low pressure supply system. The 12" main under Dutch Village Road is presently considered adequate and there are no plans to upgrade it as part of the road widening project. Both these pressure systems could accommodate some additional demand along the feeder mains, depending on specific locations. However, the small distribution lines along Deal and Andrew are presently used to maximum capacity and it would be difficult to service any increase in demand in this area at present.

The residential areas west of the planning area are served by a high-pressure supply line which also serves part of Clayton Park. The 48" transmission main direct from Pockwock Lake, which is at the highest available hydraulic grade line, goes along North West Arm Drive and could be tapped for development further to the west (across Dunbrack Street) if required in future.

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* Source: Metro Transit

1.6.2 Sanitary and Storm Sewers

Prior to annexation of Mainland areas by the City, the County of Halifax had installed local sanitary sewers only. Some upgrading has been done and they now inter-connect and join the Dutch Village Road trunk which discharges into the Bedford Highway interceptor sewer. Although the sanitary sewers could handle additional development in some locations, new trunk sanitary sewers would be required if higher density development were to be served. New development to the west of Willett Street can be accommodated with minor upgrading of certain sections.

Storm drainage was originally installed in an ad hoc manner, following natural drainage patterns, by the Department of Transportation, developers, and individual property owners. Storm lines exist across blocks and discharge into open brooks which re-enter culverts downstream. Some buildings were constructed and landscaping done which ignored the natural drainage or blocked it, causing flooding problems and leaky basements. Since 1970 the City has installed several trunk sewers to intercept existing drainage lines, and more are planned.

Some $5 - $6 million has been identified in the Capital Budget for sewer improvements in Fairview in the next ten or more years. (See Capital Budget excerpts, Table 4.2 in Part IV of the Planning Process paper).

In general, it has been established that neither the Fairview system nor the Glenforest Drive storm drainage channel adjacent to the study area have any extra capacity. However, the new storm trunk along Main Street will accommodate the increased run-offs expected if vacant lands to the west of Dunbrack Street are developed (following Mainland North Servicing Strategy recommendations).

1.6.3 Power and Telecommunications

Fairview lies between two main power sources, the Lakeside and Kempt Road substations, where high transmission voltages are transformed down to 25 KV. of electrical power. The Deal-Andrew and Dunbrack substations convert this energy to 4 KV. for the primary distribution network. This supply level can handle any new development likely to occur in Fairview.

Most homes in Fairview are connected by the standard 3 wire 100 amp service, but some older houses may still have the outmoded 60 amp service.

Telephone service for most of Fairview and Mainland North is provided by Maritime Tel and Tel from the Rockingham switching centre.

1.7 Community Services and Facilities

1.7.1 Schools

There are four elementary, two junior high and one high school serving Fairview residents. Their locations and the areas they serve are shown on Map 8. Table 13 below shows the student enrolment and night uses of the buildings.

TABLE 13: FAIRVIEW SCHOOLS

Elementary Schools	Location	No. of Classrooms	Enrolment 1981-82	Night Uses
Titus Smith	41 Main St.	12	234	Continuing Education
Burton Ettinger	52 Alex St.	13	300	none
Fairview Heights	28 Gesner St.	14	(499	Community
Fairview Heights Annex	Willett St.	6	(	Groups
Junior High Schools (grades 7 - 9)				
Fairview	Rosedale Ave.	22	424	Adult Education
High Schools (grades 10 - 12)				
Halifax West	3620 Dutch Village Rd.	36	1215	Continuing Education

SOURCE: Halifax Board of School Commissions; Analysis of School Enrolment, 1979, and Superintendent of Schools.

Optimum class size ranges from 30 to 35 students (maximum) so present enrolments are relatively low in the elementary and junior high schools (65 to 80% of capacity). Halifax West High School, with full capacity enrolment, serves all of the Mainland North area of the City north of the Bicentennial Highway. School Enrolments have shown a decrease in recent years, and this is expected to continue over the next few years, but is not yet significant enough to warrant any closures.

1.7.2 Fire Protection and Police

The Fairview area is protected by the Halifax City Fire Department. the nearest station is on Bayers Road (at Ashburn Ave.) with additional firefighting equipment available from the Rockingham Station on the Bedford Highway or Spryfield (at Old Sambro Road). A new station, to give better coverage of Mainland North is scheduled to be developed on Dunbrack Street in 1982-83.

The Halifax Police Department, headquartered on Gottingen Street, provides protection throughout the City. The city wide police officers to population ratio is 1:402. Mainland North has a relatively low crime rate now and no change is expected in the future.

1.7.3 Recreation

The City of Halifax Recreation Department maintains facilities and organizes leisure-time activities for Fairview residents. The area co-ordinator is based at the Northcliffe Community Recreation Centre in Clayton Park. Use is made of the gyms, playgrounds and sports facilties of the schools in the area. W.D. Piercey Park is the largest public park in the area, providing 3 ball diamonds for active play. Fairview is reputed for its many active sports including minor ball and hockey leagues. Other recreational activities and courses of instruction are offered indoors at the Fairview Community Recreation Centre (in the old firehall on Main Avenue), in school classrooms and auditoriums and in church halls.

The Royal Canadian Legion, (a private social club, originally for veterans), is located on Hillcrest Avenue at Main. It sponsors many social activities for members in the Fairview community. Map 8 shows the location of Fairview's recreational and other community facilities, as they are listed in Table 14.

The shift in the age structure of the population described under Population Characteristics will have a significant impact on how community facilities are used in the future. Facilities originally conceived for growing children may have to be redesigned for use by other age and interest groups as the population focus changes.

The Mainland North Servicing Strategy suggests that the present Mainland North population does not have sufficent recreation land to meet City standards, and up to 40 additional acres are needed. Fairview is the most densely populated area of Mainland North, and the small areas of recreation space available are intensely used.

1.7.4 Social Welfare Services

Demand for social welfare services in Fairview is relatively low. In July, 1980, there were 16 men (mainly for physical health reasons) and 26 women (mainly single parents) receiving social service assistance in the whole of Ward 9.*

There are no subsidized public housing projects or homes for the aged in the Study Area, although Fairview Village, at 245 Main near Dunbrack Street offers 206 nursing home beds. Halifax has a high bed/person ratio of special care facilities for the aged - over 8 1/2 beds per 100 people over 65. However, there are few public housing options for those who do not require special care. The independent elderly may receive assistance from the City's Home Care Services at nominal cost, as well as private nursing services from the Victorian Order of Nurses, and services such as Meals on Wheels. The City's Home Care Services, however, have few clients in the Fairview area, despite the increasing percentage of the population over 65.

The City's Social Planning Department has social development workers available to advise community grups working on projects to benefit the community.

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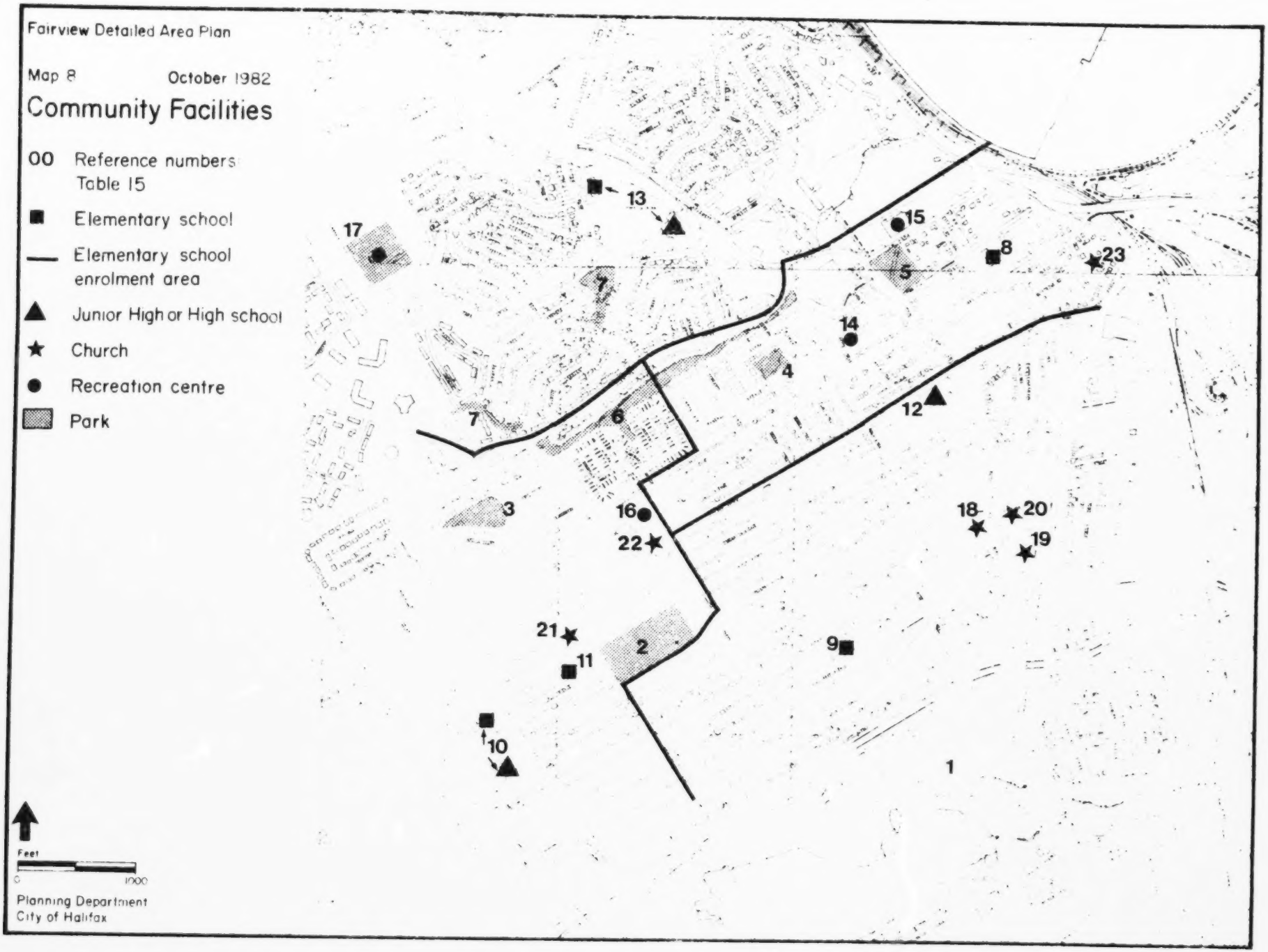
* Source: Social Planning Department, New Ward 9 Profile, Table 13B.


Fairview Detailed Area Plan
Map 8
October 1982
Community Facilities
00 Reference numbers Table 15
Elementary school
Elementary school enrolment area
Junior High or High school
Church
Recreation centre
Park
Feet
0
1000
Planning Department
City of Halifax
1
2
3
4
5
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7
8
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10
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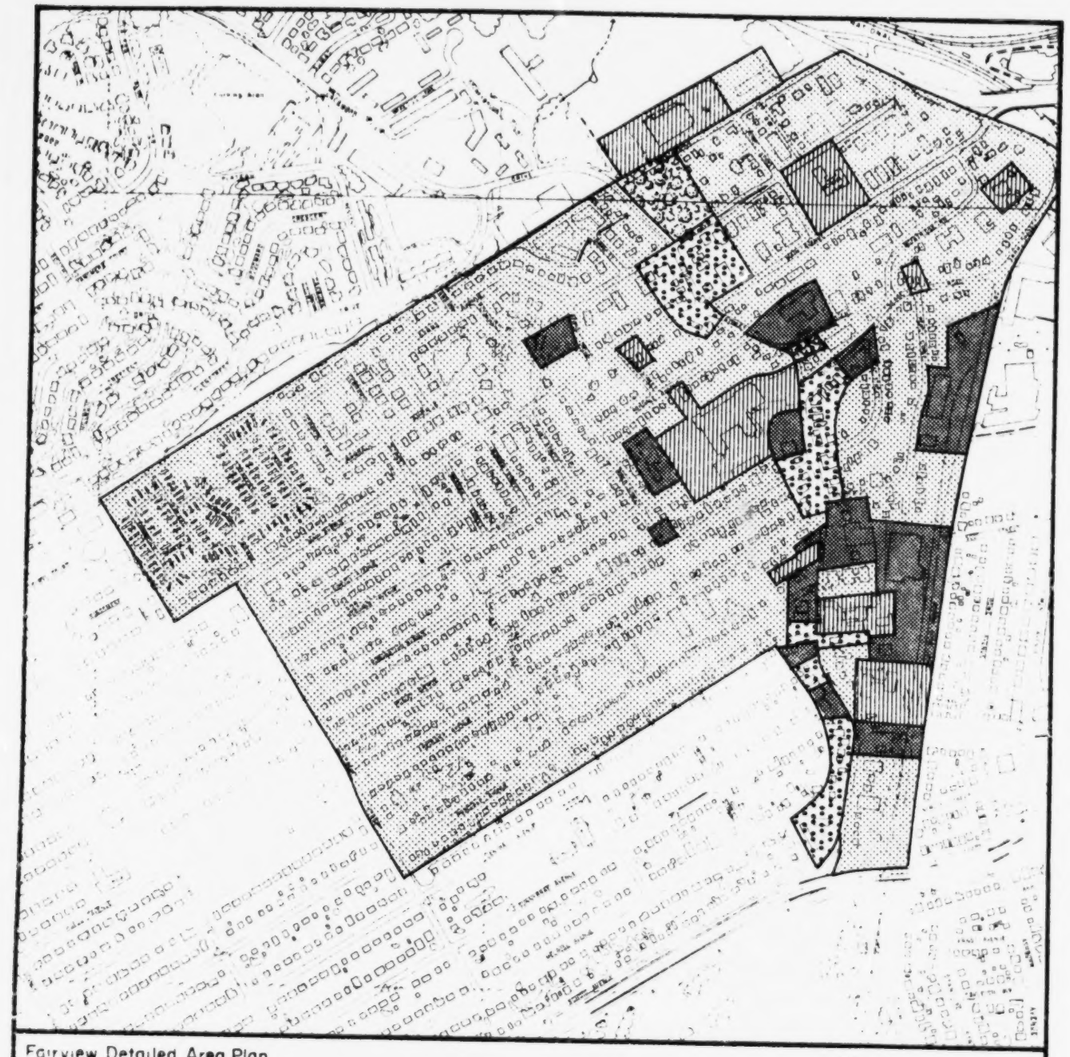
23

TABLE 14: COMMUNITY FACILITIES - SEE MAP 8

Map Ref.	Parks and Recreation Land	Acreage	Facilities
1	Ashburn Golf Course	50	private
2	W.D. Piercey Park	3.3	playground 2 ball diamonds soccer field (under construction)
3	Apollo Court	1.8	neighbourhood park
4	Randall Park	.9	neighbourhood park
5	Titus Smith Park	1.8	playground
6	Glenforest Park	4.5	linear park
7	Other linear Parks	-	walkways
	School Grounds and Facilities		
8	Titus Smith School	2.4	playground
9	Burton Ettinger School	3.4	playground
10	Fairview Jr. & Elementary	12.8	sports field, 2 outdoor tennis courts; 3 gyms
11	Fairview Elementary	1.8	gym
12	Halifax West High	7.0	gym, sportsfield
13	Clayton Park Jr. High and Duc. d'Anville Elem.	9.9	sportsfields
	Community Centres		
14	Fairview Community Rec. Ctr.	.2	hall
15	Centennial Arena		rink
16	Royal Canadian Legion		private
17	Northcliffe Park Rec. Ctr.	2.3	swimming pool, sauna, meeting rooms
	Churches		
18	Fairview United Church	-	hall
19	St. John's Anglican	-	Hall & meeting rooms
20	St. Lawrence Roman Catholic	-	hall
21	St. Pius X Roman Catholic	-	hall
22	Church of Christ	-	auditorium
23	Antiochian Maronite Catholic	-	



Fairview Detailed Area Plan

Map 9

October 1982

General Existing Land Use

- Residential
- Mixed Residential / Commercial
- Commercial
- Institutional
- Open Space

Feet

0 500

Planning Department
City of Halifax

1.8 Land Use and Zoning

Land is often developed for various uses before controls in the form of zoning regulations are imposed. Also, as has happened in Halifax, specific developments that are not otherwise permitted may be allowed through special contract agreements with City Council, provided they are consistent with the MDP. As a result, the actual land use, the intentions of developers and private property owners and the uses allowed according to the Zoning Bylaw do not always coincide.

The General Existing Land Use Map (Map 9) and the Existing Zoning Map (Map 10) in this section should thus be studied together, to identify what the present Zoning Bylaws permit in the area, and what use is actually made of the land.

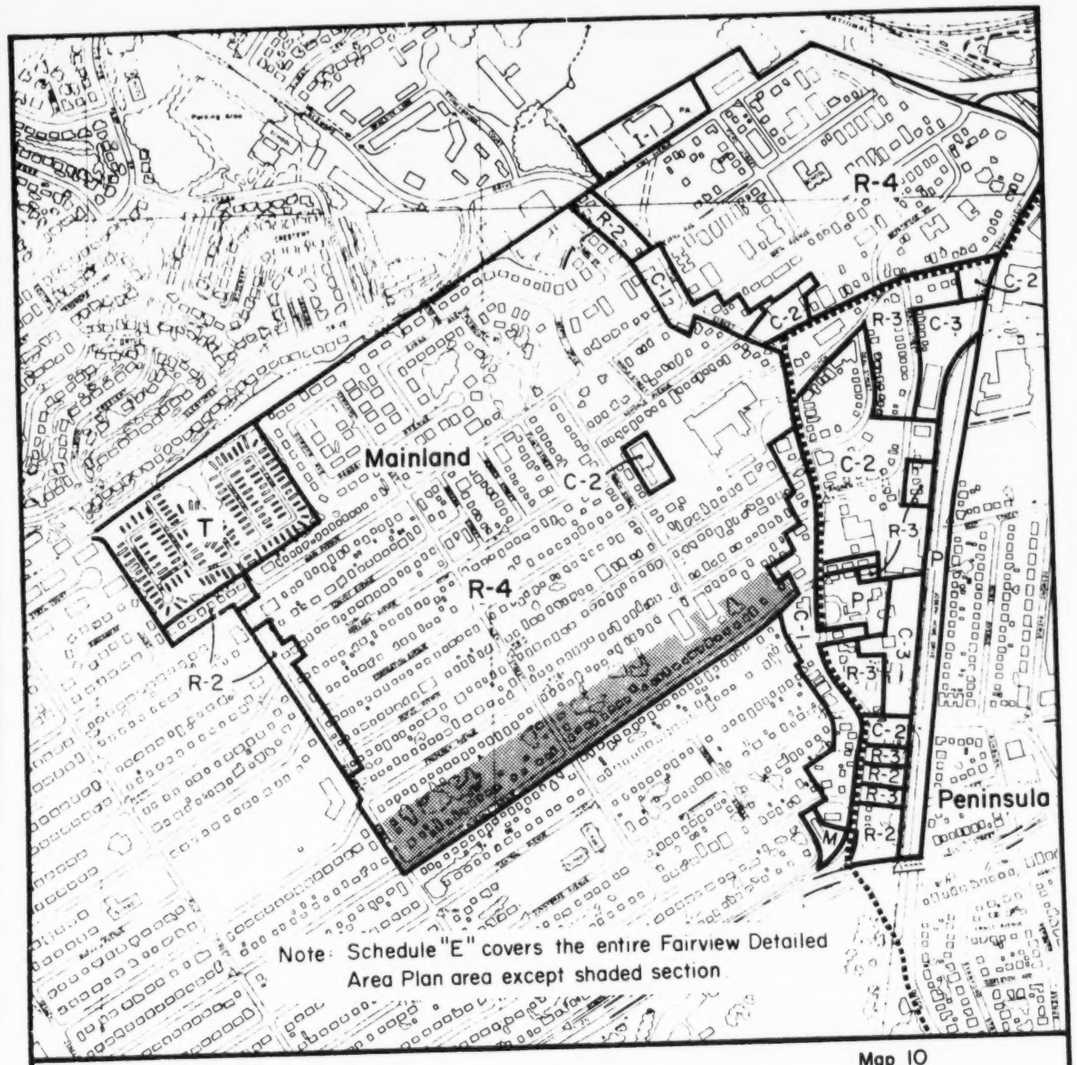
One of the main reasons for a Detailed Area Plan in Fairview is the large block of R-4 (apartment) zoning over an area that is presently covered mainly with low-density single-family and duplex houses. According to present MDP policies, future land use in the Fairview DAP area is intended to be mainly residential, with commercial uses along Dutch Village Road, Titus, and Joseph Howe Drive (See Map 1.2 in Planning Process).

The purpose of the detailed area planning process is to resolve the major differences between land use and zoning by deciding on future land use policies. To establish what kind of changes are desirable, zoning regulations that state what will be allowed in any future (re)developments are then recommended.

Part III of the Planning Process paper also explains zoning and other development control mechanisms in more detail.

1.8.1 Existing Land Use

The General Existing Land Use Map (Map 9) shows that the planning area is used predominately for residential purposes. Most of the area is developed at a low to medium density, i.e. single-family, duplex, and attached houses and small buildings with less than four apartment units in them. Higher density residential buildings are concentrated north of Main Avenue and Dutch Village Road with a few multiple dwelling buildings interspersed through the rest of the Planning Area.



Fairview Detailed Area Plan

Existing Zoning

Map 10

October 1982

Mainland		Peninsula	
R-2	Two family dwelling	R-2	General residential
R-4	Multiple dwelling	R-3	Multiple dwelling
C-1	Local business	C-1	Local business
C-2	General business	C-2	General business
T	Mobile Home Park	C-3	Industrial
M	Motel	P	Park and Institutional
I-1	General Industrial		

..... Boundary between Mainland and Peninsula Zoning Bylaw Areas

Feet

0 500

Planning Department
City of Halifax

There are a few commercial uses in the predominantly residential areas. These include grocery and convenience stores, professional offices, a barber shop, 2 auto-body repair shops, a roofing contractor, 2 electrical contractors, a sign business and a motel. There are also some businesses operated from private homes:home occupations are allowed in residential areas by the Zoning Bylaw.

Along Dutch Village Road, Titus Street and Alma Street there is a wider variety of uses, including low and high density residential, institutional uses, various commercial uses, parking lots, and mixed uses (i.e. stores with residential apartments above them). The institutional uses are either schools, churches, or community halls.

Some of the commercial and institutional uses serve mainly the surrounding residential areas, others draw people from a much wider area. Halifax West High School, for example serves all of Mainland North. Businesses such as the Glass and Mirror Shop, Charlton Flooring, the Home Brewing and Wine Making Store and the Hearing Aid Factory would attract customers through-out Halifax. The fast-food chain outlets and garages cater to through traffic as well as local.

In addition to the above, there are a few large commercial enterprises serving a wider area located behind the CNR tracks parallel to Joseph Howe Drive, some with access from Percy Street.

These diverse commercial uses may be described and controlled by various commercial zoning categories.

1.8.2 Present Zoning

Prior to annexation of the Mainland parts of Halifax, the City boundary ran along Dutch Village Road. The City and County Zoning Bylaws became the present Peninsula and Mainland Zoning Bylaws respectively. (See part III, Section 3.1).

The present residential zoning in the Planning Area is mainly for multiple dwellings, including high-rise apartments, (the R-3 Peninsula Zones and R-4 Mainland Zones on Map 10). There are also two-family dwelling or general residential zones (R-2 in both areas), and a seperate (T) Zone for the mobile home park.

Along Dutch Village Road, the commercial zoning is mainly C-1, Local Business, on the Mainland side and C-2, General Business, on the Peninsula Side.* On the Mainland side, the Bylaw requires that parking space equal to half the lot area be provided within 500 feet of the building. The C-2 Peninsula Zoning allows any commercial or residential development up to 6 storeys or higher with setbacks. (Residential development must meet other residential zone requirements). The C-3 Zoning along Joseph Howe Drive allows industrial as well as commercial uses.

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* One parcel of land, formerly a street opposite Rosedale Avenue east of Dutch Village Road, now the site of an apartment building remains unzoned (see Map 10).

Development to the limits allowed by the zoning is presently restricted by an overlying "schedule" which limits building heights and size.* Schedule E, reproduced from the Mainland Zoning Bylaw below, was superimposed over the existing zoning at the time of the adoption of the Municipal Development Plan because the area was considered "soft" (i.e. the zoning and land use did not coincide and the zoning would likely require changes after Detailed Area Planning).

SCHEDULE E

In any area shown as Schedule "E", any use shall be permitted which is permitted by the zoning designation of such area, provided that:

(a) R-4 uses shall not exceed 35 feet in height and shall not contain more than 20 dwelling units;

(b) C-1, C-2, I-1 and P uses shall not exceed 35 feet in height and shall not exceed 5,000 square feet in floor area;

(c) Council may, after public hearing and by resolution, approve any specific development requested which would not otherwise be permitted by this Bylaw, provided that no approval shall be given inconsistent with the Municipal Development Plan;

(d) Approval by Council under Subsection (c) shall only be granted subject to the condition that the registered owner of the land upon which the development is to occur shall enter into an agreement with Council containing such terms and conditions as Council may direct.

The purpose of the detailed area planning process is to decide on the intended future land use policy and to recommend appropriate zoning changes to implement that policy. Then the schedule presently restricting development may be removed and development may take place "as-of-right" i.e. to the limits of the (new) zoning.

A brief summary and comparison of the City of Halifax Peninsula and Mainland zones that will be of interest in the Fairview Detailed Area Planning process is given below. For a complete and accurate description of the Zoning Bylaws the reader should refer directly to the City of Halifax Zoning Bylaw, Peninsula and Mainland areas.

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* Development by contract agreement with Council is permitted - See Part III, Section 3.3.

Single-Family Residential (R-1) Zones:

Both the Peninsula and Mainland areas permit single-family detached houses, churches, parks and playgrounds and day nurseries for up to 25 children, and any uses accessory to those permitted. A home may also contain facilities for a home occupation or a professional's office, or may be used to take in some boarders or offer special care. A public recreation centre and tennis courts are also permitted on the Mainland.

General Residential or Two-Family (R-2) Zones:

R-2 Zones permit development in the form of semi-detached and duplex housing in addition to R-1 uses. On the Peninsula, buildings may have up to four apartment units, but two is the maximum on the Mainland. Basement apartments may be added to single-family houses. Day nurseries may be larger, and on the Peninsula, boarding homes for up to 8 children are permitted.

Multiple Dwelling (R-3 and R-4) Zones:

Apartment buildings and boarding or rooming houses are added to the list of permitted residential uses in multiple dwelling zones. A professional office or consulate is allowed in a residential building, and green houses are permitted. On the Peninsula, large apartment buildings may contain convenience stores including a grocery or restaurant etc., for the use of tenants. The maximum density permitted is 75 persons per acre on the Mainland and 125 persons per acre in the Peninsula area, based on one person per habitable room.

Local Business (C-1) Zone:

On both the Mainland and Peninsula, all residential uses are allowed in a C-1 Zone, plus retail and service stores such as hair-dressers or drycleaners' outlets, banks, offices or a community hall. On the Mainland, gasoline filling stations and restaurants are also permitted. Signs are permitted and may be illuminated, with certain size and placement restrictions.

Minor Commercial (C-2A) Zone:

This zone is basically the same for both the Peninsula and Mainland. In addition to R-1, R-2 and C-1 uses this zone allows small repair shops, bowling alleys, movie theatres, service stations (but no auto repair shops), restaurants, community facilities, and billboards.

General Business (C-2) Zone:

This zone allows any business or commercial enterprise that does not cause a nuisance or hazard to the public. On the Mainland, residential uses are not allowed in this zone, and lot coverage and setback requirements limit the siting of buildings the same as for C-1 Zones, although buildings may be considerably higher.

TABLE 15: LOT, BUILDING, SETBACK REQUIREMENTS: PENINSULA AREA

PENINSULA ZONING BYLAW BUILDING TYPE		MINIMUM LOT SIZE FRONTAGE	MINIMUM LOT SIZE AREA	MAXIMUM BUILDING SIZE HEIGHT	MAXIMUM BUILDING SIZE LOT COVERAGE	SETBACK REQUIREMENTS FRONT	SETBACK REQUIREMENTS REAR	SETBACK REQUIREMENTS SIDE
R-1	Single-Family	40 ft.	4000 sq.ft.	35 ft.	35% (of lot area)	15 ft.	20 ft.	6 ft.
R-2	Semi-Detached	30 ft.	3000 sq.ft.			15 ft.	20 ft.	5 ft.
	Duplex	50 ft.	5000 sq.ft.			15 ft.	20 ft.	5 ft.
	3 or 4 Units	60 ft.	6000 sq.ft.			15 ft.	20 ft.	6 ft.
R-1 & R-2	Day Nursery	60 ft.	6000 sq.ft.			15 ft.	20 ft.	8 ft.
R-3	Apartments	90 ft.	8100 sq.ft.	see text		20 ft.		
C-1	Commercial Uses	40 ft.	4000 sq.ft.	35 ft.	35%	*	-	4 ft.

SOURCE: City of Halifax Zoning Bylaw, Mainland and Peninsula Areas as amended to City Council approval of July 30, 1981.

N.B. This table omits special categories and requirements. To avoid misinterpretation consult the Zoning Bylaw for a complete and accurate legal description of requirements.

* In line with adjacent buildings.

Lot, Building, Setback Requirements:

Table 15 summarizes some of the building and site requirements of the Peninsula Zoning Bylaw.

The Mainland Zoning Bylaw lot size specifications are basically the same as those given for the Peninsula, with the exception that minimum lot size for R-1 and C-1 uses is 50 feet frontage and 5,000 square foot area and for R-4 uses, 60 feet and 6,000 square feet. Fifty percent lot coverage is allowed on the Mainland for C-1 uses. Setback requirements on the Mainland for all building types (except Multiple Dwellings) are:

- front: 20 feet from the street line;
- rear: 8 feet from lot line;
- side: 8 feet or at least 12 feet distance between buildings. (Sideyards not required between fireproof commercial buildings).

In both R-3 and R-4 Multiple Dwelling Zones the setbacks required are 20 feet from all streetlines and 10 feet from all lotlines.

Minor Commercial (C-2A) Zones have no lot size, coverage or setback requirements, but building heights are still limited to 35 feet.

Buildings in General Business (C-2) and Multiple Dwelling (R-3 and R-4) Zones may be considerably higher. In C-2 zones on the Peninsula 80' (six storeys) is the height limit at the streetline, and height may increase 2 to 1 for each foot that the building is setback. Apartment building heights must stay below a 60 degree angular plane from the horizontal, erected at the lot line or center-line of the street. Apartment building size is further controlled by maximum density requirements: 75 persons per acre on the Mainland, and 125 persons per acre on the Peninsula.

The Bylaws allow for modification of these requirements by City Council, after a public hearing, if surrounding neighbourhoods are not adversely affected.

1.9 The Dutch Village Road Commercial Area

The economic health of any shopping area depends on its location, and its appeal, that is, the variety and value of goods it offers, in relation to both customers and competitors. The Dutch Village Road (Fairview) retail area is centrally located in the City. The population of the immediate area is over 10,000 people, there is good access from the densely populated Peninsula, and many people living in newer suburbs to the northeast travel through the area daily (about 20,000 vehicles per day along Dutch Village Road*).

1.9.1 Types and Size of Commercial Space

Table 16 below summarizes a detailed survey of the types of commercial space in 57 establishments along Dutch Village Road, Joseph Howe Drive, and Alma Crescent in Fairview. (An additional 24 commercial establishments on Titus and Alma Crescent were not included in the survey).

TABLE 16: COMMERCIAL SPACE, DUTCH VILLAGE ROAD COMMERCIAL AREA

CATEGORY	GLA* (SQ.FT.)	COMMENTS
Office Space	31,000	Banks: 15,000 sq. ft. Professional Offices: 10,000 sq.ft.
Retail - Food	31,500	(1.5% of City total
- DSTM**	12,000	(
Service - Restaurants	17,500	
- Automobile	12,000	
- other personal	10,000	(Bi-Centennial Motel not included)
Vacant -	4,500	
TOTAL	119,500	about 1% of City total.

* GLA: Gross Leasable Area

** DSTM: Department Store Type Merchandise: includes most consumer goods, but excludes food, services, cars, boats, etc.

SOURCE: City of Halifax Planning Department Commercial Area Study 1980, updated 1982.

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* Traffic Service Division, City of Halifax Engineering Department

The concentration of commercial floor space along Dutch Village Road in Fairview may be generally described as "strip retail" or "highway commercial". The total floor space available is equivalent to that of a large neighbourhood shopping centre. The concentration of personal services, including banks, restaurants and professional offices, as well as the importance of food sales, is typical of a neighbourhood centre while the fast food drive-in type restaurants such as Burger King and Dairy Queen, and the specialized retail outlets such as Charlton Flooring serve a wider clientele.

1.9.2 The Retail Market for the Fairview Area*

To plan how the Dutch Village Road commercial area should develop in the future, it is helpful to understand how it compares to other shopping areas, how it fits into the regional system of shopping centres and what growth potential (e.g. due to population increase) it has. Its competitors as well as its customers must be considered.

The Dutch Village Road commercial area attracts customers from both the Peninsula and Mainland North, perhaps benefitting from the strong draw that the nearby Bayers Road shopping centre and Eaton's/Simpson's complex have.

A survey of shoppers in the Halifax-Dartmouth area, part of the Study of Future Retail Space, found that the most important factor attracting shoppers to an area is variety of merchandise (i.e. size of the centre). Easy accessibility (i.e. close to home or good roads) and good parking were the second most important factors.

The volume of sales depends not only on the goods offered, but also on how much money customers have to spend. In recent years, real income growth, adjusted for inflation, has slowed down from an average of 5.7 annually between 1971 and 1976, to only 0.7% between 1976 and 1981. With their disposable income, people generally have chosen to spend about 10% of it on food and 20% of it on the consumer goods known as "Department Store Type Merchandise". The rest of their income is spent on housing, cars, services, entertainment, etc.

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* The discussion in the section is based on a preliminary draft of A Study of Future Retail Space - Halifax-Dartmouth Regional Plan Review, June 21, 1982, by Malone, Given, Parsons Limited.

Stores selling DSTM merchandise have grown only slightly in recent years, reflecting the slow growth of real disposable incomes. The real growth rate forecast for retail sales is 1% or less, at least until economic conditions improve. It may be assumed that similar trends prevail in the food, personal services, and auto sales serctors.

The future success and character of the Dutch Village Road commercial area will depend upon how it responds to the changing needs of the people in the immediate neighbourhood, and how many customers it can attract from the traffic that passes through.

1.10 Employment

Business and institutions located in the area bounded by Glenforest Park, Howe Avenue, the Bi-Centennial Highway and Dunbrack Street provide 1370 jobs, according to a survey for the Regional Plan Review*. This represents only 1.5% of the total jobs in the City of Halifax. Average annual employment was broken down into a number of categories. Compared to the City of Halifax, Fairview employers offered a higher proportion of jobs than the norm in the Construction, Transportation and Communications, and Personal Service sectors.

Small businesses predominate. Of 182 employers in the area, only 20 have more than 10 employees. The major employers (with more than 30 employees) are:

Maritime Tel and Tel
Scotia Nursing Homes
Halifax West High School
Maritime Computors Limited
Capital Stores Ltd.
Fairview Junior High
Northwest Caterers Limited
Provincial Electric (1969) Limited

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* Employment Survey, Halifax-Dartmouth Regional Plan Review, 1980 data given for traffic zone 54.

POOR

QUALITY

ORIGINAL